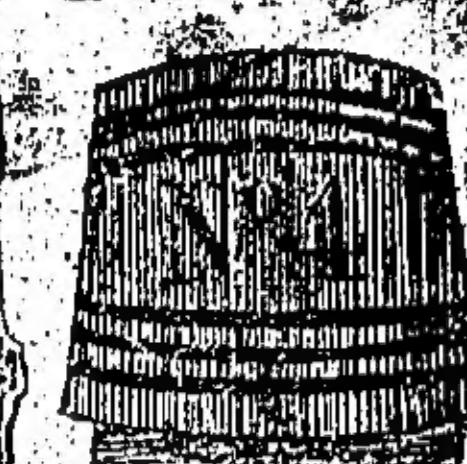


Intimations.

THORNE'S
OLD VAT



VAT was started by the late Robert
Jones of Greenock and has been
sold No. 1 since 1831.

COTCH WHISKY.

24 DOZEN \$14.
2 Agents in HONGKONG, CHINA AND
MANILA.
A. S. WATSON & CO. LTD.
Hongkong, May 1, 1907.

TAT KWONG CO.
100, Des Voeux Road Central.

CARBON LAMPS
AND
WELSBACH MANTLES,
Hongkong, June 13, 1907. 1017

WATER POLO COMPETITION.
NOTICE.

MEETING of the interested in the
WATER POLO COMPETITION
to be held at the VICTORIA BEACHING
DUN on THURSDAY, the 4th July, at
10 A.M.

Business: To elect Committee and
Officials and make arrangements for the
Season.

W. J. CARROLL,
Hon. Secretary,
H.K. Water Polo Association,
Hongkong, June 20, 1907. 1050

COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

FROM this date onwards Mr.
PERCY TESTER has been appointed
ACTING BRANCH MANAGER and
DEALER-INTER of the above Company
for Hongkong and South China.

W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter,
Hongkong, June 26, 1907. 1074

NOTICE.

WE beg to give Notice that we have
TAKEN OVER the Assets and
Liabilities of the EAST ASIATIC
TRADING CO.

The business will be carried on under the
name and style of SCHULDY & CO., at
Hongkong.

HONG NAMES:
洋行 宁元 鸟公士利些
SCHULDY & CO.,
No. 2, Connaught Road,
Hongkong, June 24, 1907. 1080

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are informed that the
FIRST CALL of £10 Sterling per
share on the NEW ISSUE OF SHARES
will be payable on the 1st July next.

For the HONGKONG & SHANGHAI BANK-
ING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, June 24, 1907. 1084

THE WORLD'S NEWS

(SAI KAI KUNG YIK PO.)

LEADING CHINESE PAPER.

Wide Circulation in Hongkong and
South China.

SUPERIOR MEDIA IN CHINESE
ADVERTISING.

LOCKS MADE, HAIR TONING,
AND

PRINTING. A SPECIALTY.

Our Promptly attended to

100, DES VOEUX ROAD CENTRAL

Hongkong, March 12, 1900. 1022

BRITISH STEAMER
'NETHERTON'.

BY ORDER OF THE UNDER-
TAKERS, the Undersigned are
prepared to receive TENDERS for the
Purchase of the above Steamer as she now
exists at SINGAPORE in a Fire Damaged
condition.

London must be delivered not later than
1st July.

GILMAN & CO.,
Lloyd's Agents,
Hongkong, June 19, 1907. 1043

LABUAN COAL.

THE LABUAN COALFIELD CO.
LTD., are now prepared to
unker Steamers with Good
Fresh Quality LABUAN COAL, double
bunker and straight, from the mines.

For further particulars apply to
DRADAY & CO.,
Agents.

Address:
100, DES VOEUX ROAD CENTRAL

Hongkong, March 19, 1907. 1021

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: BOWLOOS BAY. OFFICES & STORES:
No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
S.S. HONAM, 2,323 tons, Captain H. D. Jones.
S.S. POWAN, 2,323 tons, Captain W. A. Valentine.
S.S. FAUHAN, 2,260 tons, Captain J. Lloyd.
S.S. KUNSHAN, 1,655 tons, Captain D. Briscoe.
S.S. HUNGSHAN, 1,694 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf, West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

The Steamer, carrying His Majesty's Mail, is the largest and fastest on the River. Special attention is drawn to their Superior Services and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

S.S. NUNJAN, 1,061 tons, Captain E. H. G. Anger.
S.S. SULTAI, 1,062 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays, special Ocean Excursions,
leaving Hongkong at 8 a.m. from Douglas Wharf and from Macao at 10 p.m. and from
Hongkong at 11 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 11 p.m.

Canton-Macao Line.

S.S. LUNGSHAN, 210 tons, Captain T. Hanlin.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & G. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. HAINAN, 832 tons, Captain J. Willcox. (Paid up).

S.S. NANNING, 662 tons, Captain J. McMillan.

Departures from Canton to Wuchow on week days at 8 a.m. and 5 p.m. (Sunday excepted).

For the second Steamer leave Captain's Wharf, Canton, at 8 a.m. and 5 p.m. (Sunday excepted).

Round trip is about five days. These vessels have another cabin
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

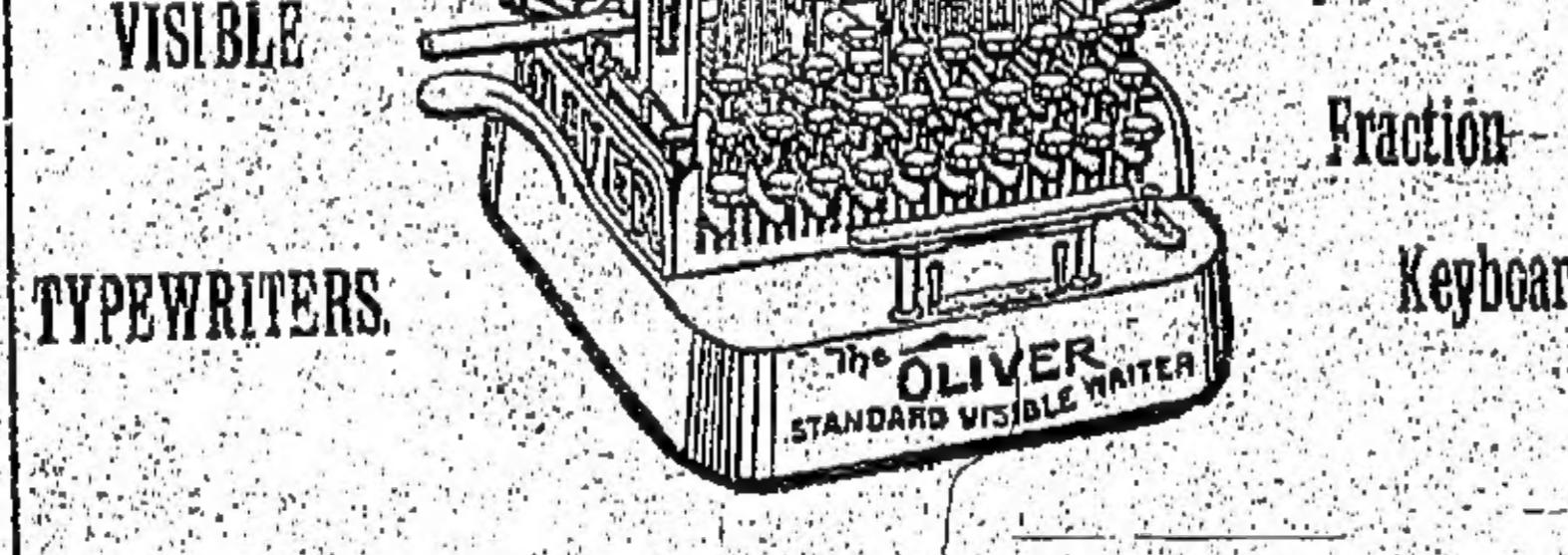
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.

Or BUTTERFIELD AND SWINE

Agents, CHINA NAVIGATION CO., LTD.

See our Latest
Special
Fraction
Keyboard



THE OLIVER TYPEWRITER CO., LTD., are prepared
during the stay of their SPECIAL REPRESENTATIVE IN HONGKONG,
to take OLD TYPEWRITERS of any make or condition in part
payment for OLIVERS. This is an opportunity to have your
Office up-to-date.

No. 1, Prince's Buildings.

Hongkong, June 11, 1907. 1005

PATELL & CO.,
SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL
DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND
Commission Agents.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS for the use

of Ladies and Gentlemen can now
be had at this Office. Price, 10 Cents.

CHINA MAIL Office, 8, Queen's Road
Central.

TERMS VERY MODERATE
Consultation Free.

Price... 10 Cents.

28

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
84, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.
SATISFACTION GUARANTEED.

BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'AGUILAR Street.

Hongkong, February 16, 1907. 2215

DINNEFORDS

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

SAFEST AND MOST
EFFECTIVE APPLICATOR
FOR
REGULAR USE.

DINNEFORDS

MAGNESEA

MAGNESEA

USE ONLY & USE ALWAYS

MOST
REFRESHING.

ATKINSONS
A LUXURIOUS PERFUME
IN HEALTH.

Far Superior
to the
German Kinds.

EAU DE COLOGNE

**THERE IS NO DOUBT
THAT**
ENO'S "FRUIT SALT"
Upon any disordered, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it
IS
NATURE'S OWN REMEDY

CAUTION—Examine the Labels and see that it is marked ENO'S "FRUIT SALT".
Remember you have the correct form of Safety—IMMEDIATE.
Prepared only by J. C. ENO, LTD., FRUIT SALT WORKS, LONDON, G.E.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

It pays you to buy the best,
& the best of all cocoas

**van Houten's
Cocoa**

Try it.
It is a pure soluble cocoa with a delicious natural
flavour which you cannot fail to enjoy.

"Pure and unmixt."—THE LANCET.
"Perfect in flavour. Pure and well prepared."—BRITISH MEDICAL JOURNAL.
"A perfect beverage, combining Strength
and Solubility."—MEDICAL ANNUAL.

BEST & GOES FARTHEST.

Intimations.

MITSU BISHI GOSHI KWAISHA
MITSU BISHI CO.

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,'
Which applies to all Branch Offices.
A1, A B C 6th Edition, Western Union
Codes used.

ALL LETTERS ADDRESSED TO:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAKASAKI, MOJI, KOBÉ, KARATSU,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.
CHINCHIANG: Messrs GEARING & CO.
MANILA: Messrs MADONRAY & CO.

SOLE PROPRIETORS of Takasima,
Ochi, Shima, Nakama and Kami-
Yama Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzon Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRUDER STREET.
Hongkong, April 23, 1906. 818

TIME IS
MONEY

WHEN invested in study with the
International Correspondence Schools of Scranton. An hour a day
will prepare you for technical work
and examinations. These are a few of
our courses:

Civil Engineering. Navigation.
Architecture. Book-keeping.
Marine Engineering. Illustrating.
Elect. Engineering. Refrigeration.
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Mechanical Drawing. Plumbing.
Stationery Eng. Textiles.
Gas Engineering. Mining.
Locomotive Eng. Prospecting.
FRENCH, GERMAN & SPANISH
PHOTOGRAPHY.

FOR FULL INFORMATION WRITE
GENERAL AGENCY, I.C.S.,
Box M, 429, MANILA.

Hongkong, May 2, 1907. 800

**P. J. EYES
REFLECTOR
FLUID**
SOLE AGENTS. R.
W. G. HUMPHREYS & CO.
BANK BUILDINGS.
Hongkong, May 18, 1906. 1024

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m...Every 30 minutes.
7.30 a.m. to 9.30 a.m...Every 10 minutes.
9.30 a.m. to 11.30 a.m...Every 15 minutes.
11.30 a.m. to 12.30 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 3.00 p.m...Every 15 minutes.
3.30 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9.45 p.m. to 11.15
p.m. every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m...Every 15 minutes.
9.00 a.m. to 9.30 a.m...Every 30 minutes.
9.30 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
11.45 a.m. to 12.30 p.m...Every 15 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes.
7.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Cars at 11.30 a.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers. 1881

PREACHING THE GOSPEL
IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the 'CHINA MAIL' Office,
8, Queen's Road Central.

Price 50 Cents.

CRICKET AND GOLF.

Mr JESSOP MAKES AN INTERESTING
COMPARISON.

From the moment of my becoming a
devotee on the royal and ancient pastime
up to the present time the question as to
which game presents the more difficulties
to the beginner has frequently been
running through my mind. I have debated
the point with others placed in the same
position as myself, namely that of a player
who has taken to golf after a lengthy career
in the cricket field. On the whole,
opinions, I found, were very evenly
divided. For my part, I plumb unreservedly
for golf as being the more difficult game.
It is not so much in the matter of
"bunkers" wherein the difficulty lies as it
is in the method and skill which has to be
imparted for the proper achievement of the
different strokes. One implement alone is
required by liaison for the furtherance of
his object of golf-ironing, but even the
most unpretentious of his golf brethren
cannot engage in his favourite pursuit
without at least five clubs in his bag. This,
of course, is an extremely moderate estimate
of the amount of implements necessary for
the game, but although seven or eight clubs
would be about the average number, yet
the lesser quantity would be sufficient—
at any rate, for a humble beginner.

Now, presuming that the driver can be
dispensed with until some of the techniques
which bestow him "lure" become
retrospective, his outfit would consist of
let us say—a brassie, an iron, a mashie,
a niblick, and a putter. With the exception
of the resemblance which exists between
the mashie and the niblick, all these
implements are entirely different and each
of them requires a different method of
manoeuvring. Small wonder, if at the
outset, the beginner finds matters very
puzzling. Even to the mature golfer
incidents such as had "lies" placed
a considerable tax upon his ready resources.
It is different with the cricketer. He
never finds himself in a dilemma of this
description. He has not to think
whether he shall take his heavy or
his light iron to Rhodes or his niblick to
Bosnquet. He has only his driver,
grievous as our.

Even the small matter of "gripping" a
golf club is by no means a simple one.

In fact, it is the greatest difficulty to him
who has been used to wielding such a large

instrument as a cricket bat. By reason of
its size one must grip it bat tightly, and,
conversely, with the right hand.

Even to the mature golfer

incidents such as had "lies" placed

a considerable tax upon his ready resources.

The simplest part of golf and one of
the most essential in the "drive"—and yet
he who even scratch players, frequently come
to grief.

In the swooping of the ball off the "tee"

there are so many things to remember.

One has to be as careful as to one's
"grip," than the "staves" has to be

worried about, the swing of the body when
actually playing the ball, the follow

through after contact, and, lastly, and
most important of all, he must remember
to keep his eye on the ball. Small wonder
that with so many "injuries" to carry in
his mind's eye, he so constantly does one
of the many things he is trained against
and "feels."

The cricketer, although he has to pay
particular attention to the proper use of
his feet, is not troubled in the matter of
"slice" or "pull." He may hit the ball in
the opposite direction to which he intended,
and is frequently being rewarded for
accomplishing unexperienced "the leg cut."

But the golfer, though he may occasionally
bemoan from a "topped" mashie shot which
he has to pay for it in the respect

he incomparably remarks is "as good as a
better," seldom escapes the penalty arising
from a bad stroke. Under favourable
conditions, such as a fast wicket for the cricket
and fine weather for the golfer, the former
has much the better of the argument in
the matter of difficulties.

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conditions, such as a fast wicket for the cricket
and fine weather for the golfer, the former

has much the better of the argument in
the matter of difficulties.

It is a mistake to suppose that, because
a cricket ball is able to negotiate successfully

the striking of a stationary ball is to him a
much easier task. Quite the reverse—it is
more difficult. The bat being a larger instrument
gives him a greater latitude in
the movement of his arm.

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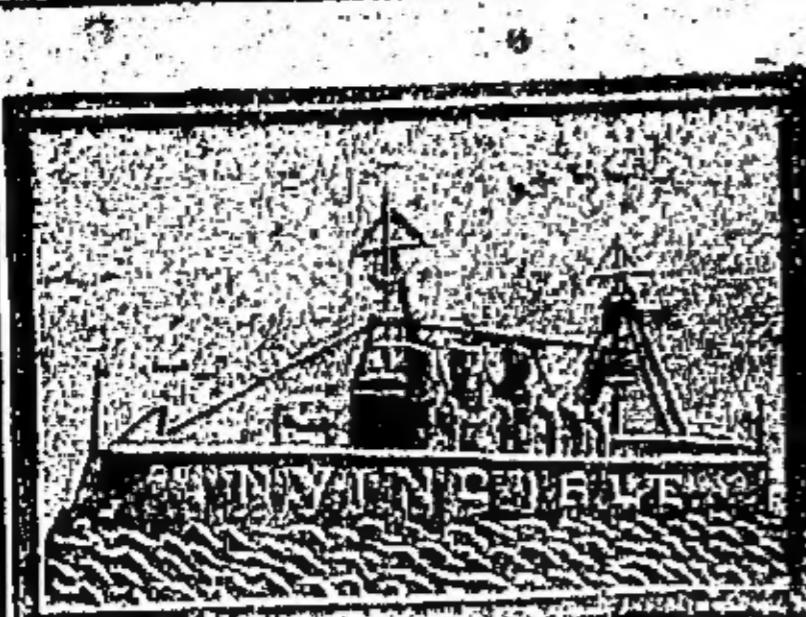
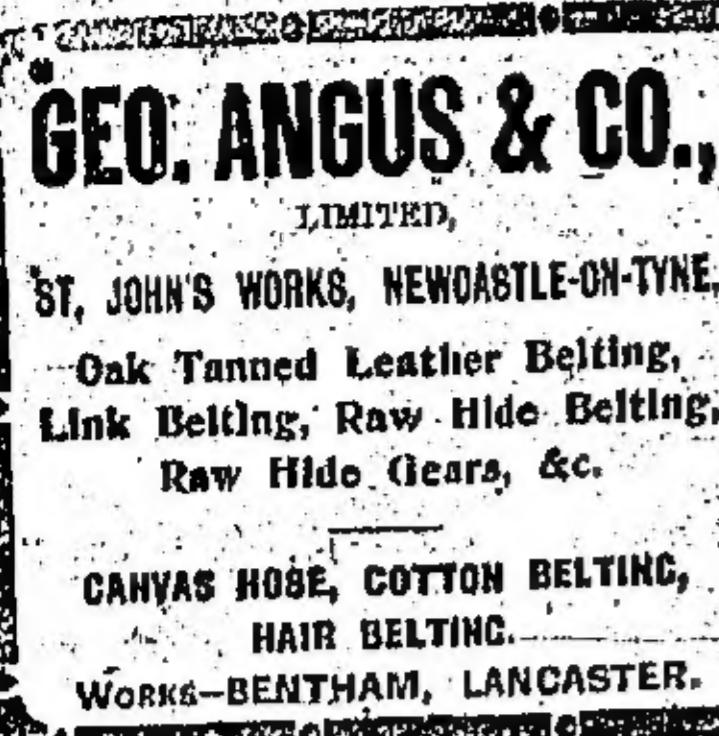
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Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$11,000,000
Silver Reserve \$21,000,000

GENERAL LIABILITY OF \$10,000,000
PROFITABLE

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C. R. Lenzmann, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:-
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MANAGER:-
Shanghai—H. E. R. HUNTER.

London Bankers—London and County
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HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per
cent, per annum on the daily balance.

ON FIXED DEPOSITS:-

For 3 months 2% per cent per annum.

6 " 3% "

12 " 4% "

18 " 5% "

24 " 6% "

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42 " 9% "

48 " 10% "

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60 " 12% "

66 " 13% "

72 " 14% "

78 " 15% "

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618 " 105% "

624 " 106% "

630 " 107% "

636 " 108% "

642 " 109% "

648 " 110% "

654 " 111% "

660 " 112% "

666 " 113% "

672 " 114% "

678 " 115% "

684 " 116% "

690 " 117% "

696 " 118% "

702 " 119% "

708 " 120% "

714 " 121% "

720 " 122% "

726 " 123% "

732 " 124% "

738 " 125% "

744 " 126% "

750 " 127% "

756 " 128% "

762 " 129% "

768 " 130% "

774 " 131% "

780 " 132% "

786 " 133% "

792 " 134% "

798 " 135% "

804 " 136% "

810 " 137% "

816 " 138% "

822 " 139% "

828 " 140% "

834 " 141% "

840 " 142% "

846 " 143% "

852 " 144% "

858 " 145% "

864 " 146% "

870 " 147% "

876 " 148% "

882 " 149% "

888 " 150% "

894 " 151% "

900 " 152% "

906 " 153% "

912 " 154% "

918 " 155% "

924 " 156% "

930 " 157% "

AN ALTERED ASSIGNMENT.

An appeal arising out of the judgment of the Puisne Judge (His Honour Mr A. G. Wise) in the action Chan Wo and others, versus Chun Yam was commenced in the Supreme Court this morning before His Lordship the Chief Justice (Sir Francis Pigott) and His Honour Mr A. G. Wise.

Sir Henry Buckley, K. C., and the Hon. Mr H. E. Pollock (instructed by Mr C. D. Wilkinson) represented the appellants and Mr M. W. Shad (instructed by Mr G. K. Hall Bruton) appeared for the respondents.

According to the story as told by Sir Henry, all the parties, plaintiffs and defendants, were partners in the Wai Hing Loong firm, prior to February, 1899. On that date by an assignment some of the partners transferred their interest in the business to Chan Wo and others and a memorandum was signed by Chun Yam and others. In the assignment, as originally worded, the exclusion of the debts of certain firms was provided for, but this was ultimately altered to include the debts.

The whole question for the Court to decide was whether the alteration was made before or after execution. The assignment provided for the transference of the whole of the signboards—a peculiar phrase, said Sir Henry, which was not English.

The Puisne Judge—it's Chinese!

Sir Henry—if the Chinese words mean good-will it should be so translated. In translating from the French "I have a headache," it would not be written "I am bad to the head."

Sir Henry went on to point out that the draft of the assignment had been prepared by Chun Yam.

Mr Slade—That is not admitted.

Sir Henry continued and said that when the draft came up for consideration Chan Wo objected to it and required the alteration of exclusive to inclusive. The no-contest of the company, the only uninterested party, made the alteration then and there. He had given evidence to that effect but the Puisne Judge had found that the balance of probabilities were in favour of the defendants and gave judgment accordingly. Sir Henry submitted that the Appeal Court, as it were, had to re-try the case and he contended that the balance of evidence, the weight of evidence, would be found to be in favour of the plaintiffs; or appellants.

Argument had not concluded when the Court rose.

THE SWATOW FATALITY.

Dr. Worley Drowned.

Dr. R. E. Worley, of the American Baptist Mission at Swatow, was drowned on Thursday last in the harbour opposite that city. He was crossing to the residential section in a Chinese ferry and the swift current, combined with a sudden wind, overturned the boat, which was being propelled partly with sails. Some four or five Chinese were also drowned. The Huiching (Capt. Hodges) which was just leaving for Amoy, picked up three Chinamen from the water and the Hainan (Capt. A. J. Robson) brought them back from Amoy.

Dr. Worley's body was recovered on Saturday afternoon. He had been four years in the work and leaves a widow. He was about 30 years of age and was a skillful and unselfish medical worker among the Chinese, who showed much grief at his loss.

THE CANTON-HANKOW RAILWAY CO.

Reported Share Swindle.

(From a Correspondent.)

CANTON, June 29.

A telegram has been received by Chinaman, from the authorities in the north of China, which tells him that there has fallen a little rain, but it is all too little, and that therefore all the wheat and barley are being burnt up. Indeed, there can be no satisfactory wheat crop this summer. The Viceroy has therefore been appealed to and requested to send forward some money in order to prepare for a famine, which is likely to confront the Chinese in the north of China. The tenor of the telegram is that something must be done. It does not read as if it were a mere request for assistance; but, as if it were equivalent to an order to find some money to assist those who will otherwise be in need.

If this report is true, and it appears to be, then, China is at present in the throes of much trouble. There is the big famine in the centre, there is a scarcity in the south, and now another famine threatens in the north. All these things will militate against the Government, for the signs will be taken by the people, to mean that Heaven is opposed to the present condition of affairs, and it will encourage those who may be meditating rebellion to put their soul and strength into any movement because they claim that they are but carrying out the will of Heaven.

CANTON'S VICEROY.

(From Our Correspondent.)

CANTON, June 29.

The matter of chief interest to residents of Canton now is "Who is to be our next Viceroy." Numerous cases of importance both to foreigners and Chinese are accumulating during this period of indecision. In the meantime H. E. Chou Fu is telegraphing to Peking urging that he be relieved at once and that the Provincial Treasurer be made acting Viceroy. He calls attention to his advanced age and to the fact that he is frequently sick. No one seems to know just what will be done. All evidence seems to indicate that Shun will under no circumstances return here.

A FRAUDULENT OFFICIAL.

(From a Correspondent.)

CANTON, June 29.

Shu Sui-pai was for some time in charge of the likin station at Toshing. Whilst therein he thought that it was a favourable opportunity for adding a little to his own private wealth. He therefore deliberately transferred to his own pockets a fair share of the sum that should have gone into the provincial coffers. But at last he was detected, and some one has been found brave enough to bring charge against him. The consequence is that he has been removed from his office, and also has been informed that three days grace are allowed him in order to find the money which he is believed to have surreptitiously purloined. The sum that he has to replace is \$1,700. If this sum is not forthcoming within the allotted three days then all the terrors of Chinese law will fall about his ears.

ANTI-OPIUM CAMPAIGN.

(From Our Correspondent.)

CANTON, June 29.

A vigorous anti-opium campaign is being conducted in and around Canton. Numerous societies have been organized. For the last ten days or so open air meetings have been held on the island of Hounan, and speakers have been setting forth the evils of the opium habit with good effect.

A night or so ago one man who was listening, suddenly cried out: "This is the first time that I have realized how vile the opium habit is," and he immediately declared his intention of giving up the drug. He went to his house, so the report goes, and split up the pipes that had been used by three generations and brought some of the paraphernalia to the office of the local anti-opium society to be exhibited as evidence of his reformation.

A thousand or more people assembled each evening at the places of meeting and listen to anti-opium speeches. A Chinese gentleman who heard one of the speeches a few evenings ago says that much useful information is imparted.

THREATENED FAMINE IN THE NORTH.

(From a Correspondent.)

CANTON, June 29.

A telegram has been received by Chinaman, from the authorities in the north of China, which tells him that there has fallen a little rain, but it is all too little, and that therefore all the wheat and barley are being burnt up. Indeed, there can be no satisfactory wheat crop this summer.

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may be meditating rebellion to put their soul and strength into any movement because they claim that they are but carrying out the will of Heaven.

MOTOR ACCIDENT.

London, June 29.

Prince Fesqes, the Duke of Saint Angelo, the Marquis Nunziata, and the Marquess of Gherardesca, and their chauffeur have been killed in a motor-car accident at Cassena, in the South of Italy.

The car was travelling fast when it was precipitated from the roadway and fell over the rocks.

The steamer Hainan arrived yesterday from Foochow, Amoy and Swatow and passed through a typhoon on the night of June 27, when between Foochow and Amoy. Light winds were experienced after leaving Amoy. The Hainan brought 147 Chinese passengers.

A SOLDIER'S EXPERIENCE.

MANY a soldier in the late war has cause to remember Mr J. Dutail, Boning, an officer in the Free State Army, who is not manager for the store of A. Isaacson & Co., of Bradford, O. R. C. His endeavour to check the ravages of dysentery which was so prevalent in the camp brought relief to many suffering men. He says: "I treated dozens of cases of Diarrhoea and Dysentery during the war and here with Chamberlain's Coal, Cholera and Diarrhoea Remedy. I never knew it to fail in its receding to directions. I always kept it in the house and use it in my own family with perfect satisfaction." Sold by all chemists and druggists.

A WARNING TO MOTHERS.

TOO much care cannot be exerted with small children during the hot weather of the summer months to guard against bowel trouble. Give Chamberlain's Coal, Cholera and Diarrhoea Remedy. I never knew it to fail in its receding to directions. I always kept it in the house and use it in my own family with perfect satisfaction." Sold by all chemists and druggists.

SPORTING.

(From Our Correspondent.)

CANTON, June 29.

VOLUNTEERS DEFEAT RESERVES.

A rifle shooting match between the Volunteer Corps and the Volunteer Reserves took place at the King's Park range, Kowloon, yesterday, ten men aside, host eight score to count. The weather conditions were adverse to shooting and at 600 yards the shooting was weak. Corp. Marshall (33) and Bowdader Sorby (30) being the only two to get above the 20's. The Reservists had a lead of 2 at 200 yards and 22 at 500; but they dropped 28 points at the 600 yards, thus being 4 points behind the Reserves and scores are not called out. Judging from the comment on the first couple of matches of the day, however, large scores by the Colonials are not expected. Their shooting is likely to prove successful, particularly Schwarz's "wrong 'uns" or "goobles," about which there has been a good deal of controversy. One paper characterized the "wrong 'uns" as dishonest, while another cricket writer says: "It is most uncanny stuff that 'wrong 'uns' of his, which never comes the right way." Though you know it will come from the off, this is not easy to believe when you see the ball bounded, and it never does the same amount twice running. Sometimes it comes nearly straight and very fast off the pitch, but at others comes right across. Schwarz has hit the wicket five times already with balls that have gone right across the body and hit the unguarded stump.

Prospects are all in favour of England—

or a draw, for three days only are allowed for the match.

VOLUNTEERS.

CANTON, June 29.

Mr. Coles... 32 27 86

Capt. Wood... 31 26 86

Capt. Lannister... 31 26 85

C. S. M. Andrew... 31 24 84

Bow. Sorby... 28 24 80

Sergt. Lapley... 29 24 80

Bow. Chapman... 29 25 79

Counted Out... 234 255 215 674

Counted Out... 28 23 75

Gun. Wilkins... 28 15 21 44

RESERVES.

Mr. Stackwood... 28 23 80

Mr. Wodehouse... 30 20 89

Mr. Parkes... 31 24 85

Mr. Jenkins... 29 21 80

Mr. Gow... 32 23 80

Mr. Green... 31 21 80

Mr. Carruthers... 31 20 80

Mr. Baker... 29 22 78

Counted Out... 233 238 186 655

Counted Out... 26 25 77

Mr. Pigeon... 31 27 10 77

GYMNASIUM.

THE VOLUNTEERS' APPARATUS.

The Hongkong Volunteers have a well-fitted gymnasium, but apparently very few of them are aware of the fact, or else it is that the weather is too hot for such violent exercise. It is usually sought in a "gym." Probably the latter is the case, for we understand that when cooler weather arrives classes are to be formed under the tuition of a qualified instructor and it is more than possible that an "Assault at Arms" will be organized, but that is perhaps looking too far ahead just now. The credit for adding this excellent department to the Hongkong Volunteer Headquarters belongs to the Commandant (Major A. Chapman) and is yet another instance of the keen interest taken in the welfare of the men by Major Chapman.

His Excellency the Governor of Ceylon

has appointed a Committee to enquire into

and report upon the importation, sale, and

consumption of opium in Ceylon, and to

state what changes in their opinion are

desirable in the present Ordinances and

Regulations affecting the importation and

sale of the drug. The commission is

requested to complete its investigations

and submit its report on the subject within

three months.

Mr. John Bell won the British Amateur

Golf Championship at St. Andrews on June

3. This is the sixth time he has been suc-

cessful—winning first in 1888 and twice

in 1889 and 1890—he has been second

in 1887 and 1891 and third in 1893.

Mr. Bell is the only Englishman to have

won the British Amateur.

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Shipping.

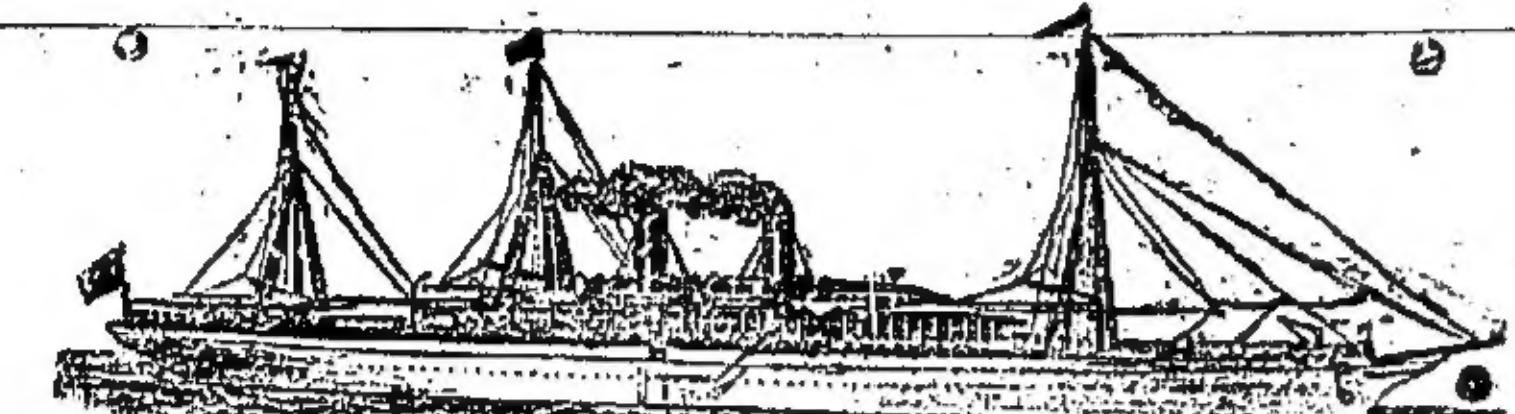
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE (SIMLA)	About 6th	Freight and Passage.
AND YOKOHAMA (Capt. C. D. GLENISTER, R.N.R.)	July.	
DELHI.....	About 11th	Freight and Passage.
SHANGHAI.....	About 11th	Freight and Passage.
LONDON, VIA USUAL PORTS (CHINA.....)	12th	See Special Advertisements.
MARSEILLES, LONDON (SYRIA.....)	About 17th	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent. 25

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific is the 'EMPEROR LINE', SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration). R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.

EMPEROR OF CHINA.....	6000 TONS	THURSDAY, July 4.....	July 22.
ATHENIAN.....	3232 TONS	WEDNESDAY, July 17.....	Aug. 10.
EMPEROR OF INDIA.....	6000 TONS	THURSDAY, Aug. 1.....	Aug. 19.
MONTEAGLE.....	6163 TONS	Wednesday, Aug. 14.....	Sept. 7.
EMPEROR OF JAPAN.....	6000 TONS	THURSDAY, Aug. 29.....	Sept. 16.
TARTAR.....	4426 TONS	WEDNESDAY, Sept. 11.....	Out. 5.

* EMPRESS' Steamers will depart from Hongkong at 4 p.m. Intermediate Steamers at 12 Noon.

THE Juicest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VIATORIA, R.C., connecting at VANCOUVER, via Special Mail Empress, and at Quebec, with the Company's new palatial 'EMPEROR' Steamships, 14,500 tons register. The through transit to Liverpool being 22½/2 days from Yokohama, and 22 1/2 days from Hongkong.

Hongkong to London, 1st Class, £100, via St. Lawrence £60, via New York £22, Intermediate Steamers on £30.

R.M.S. "MONTAGUE" TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at Intermediate rates, affording superior accommodation for that Class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK,
General Traffic Agent for China.

CORNER PEDDER STREET AND PRAYA, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. DESTINATIONS. STEAMERS. SAILING DATES.

MARSEILLE, LONDON AND ANTWERP, Via KANAGAWA MARU, Capt. N. Ohno, Tons 6159 { WEDNESDAY, 10th July, at Daylight.

SINGAPORE, PENANG, Capt. N. Ohno, Tons 6159 { July, at Daylight.

COLOMBO AND PORT WAKASA MARU, Tons 6265 { WEDNESDAY, 24th July, at Daylight.

SAID.....

VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE AND YOKOHAMA, Capt. G. S. Lapraik, Tons 4868 { TUESDAY, 9th July, at Daylight.

SYDNEY AND MELBOURNE, (YAWATA MARU, Capt. T. Harrison, Tons 3817 { FRIDAY, 12th July, at Noon.

DAY ISLAND, TOWNS, NIKKO MARU, Capt. E. W. Haswell, Tons 5539 { FRIDAY, 9th August, at Noon.

VILLE AND BRISBANE, Capt. E. W. Haswell, Tons 5539 { FRIDAY, 9th August, at Noon.

GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID, COLOMBO MARU, Capt. A. Lee, Tons 4709 { SATURDAY, 6th July, at a.m.

BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO, Capt. T. Arakawa, Tons 4295 { MONDAY, 1st July, p.m.

NAGASAKI, KOBE AND NIKKO MARU, Capt. E. W. Haswell, Tons 5539 { WEDNESDAY, 10th July, at Noon.

YOKOHAMA, Capt. E. W. Haswell, Tons 5539 { WEDNESDAY, 10th July, at Noon.

* Cargo only. * Calling at KIELUNG.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

130

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin-Screw Steamship

MINNESOTA -

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain C. F. AUSTIN, On WEDNESDAY, 1st JULY, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all double rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight, or passage apply to

NIPPON YUSEN KAISHA, Agents.

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Shipping.

PACIFIC MAIL S. S. CO.

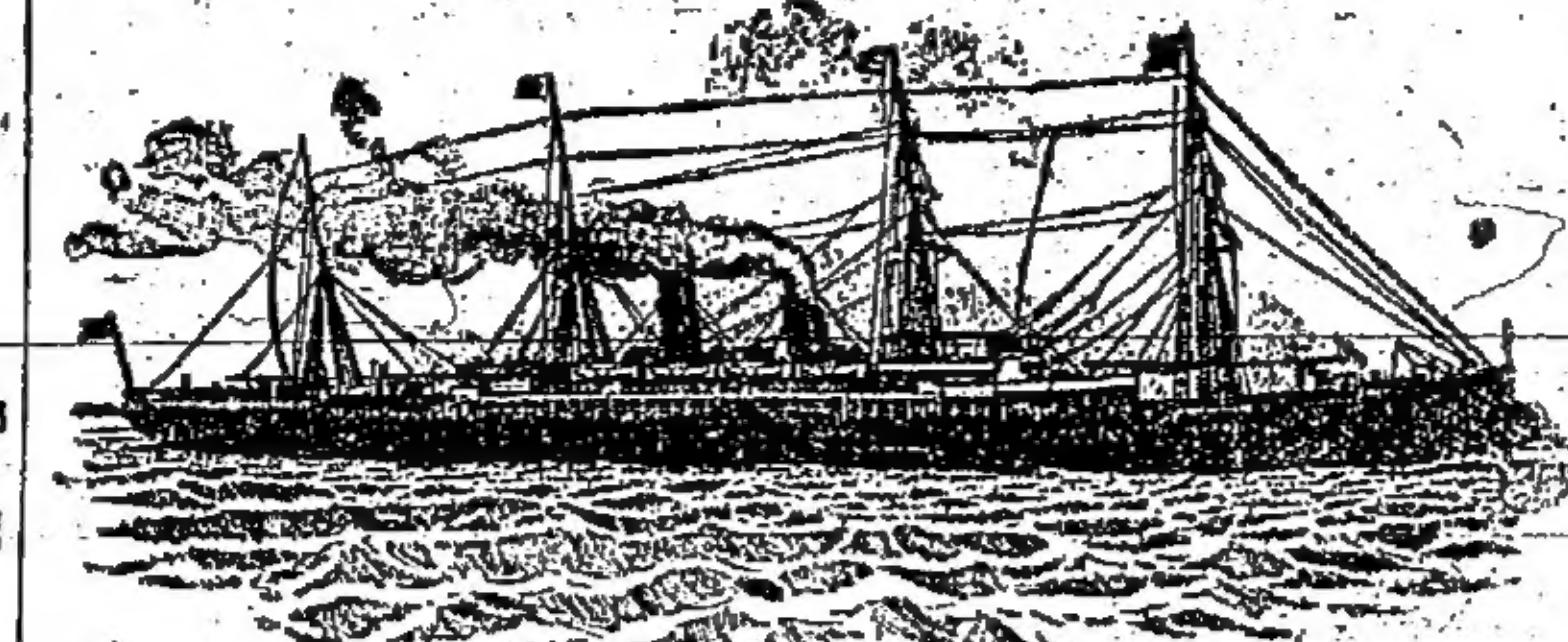
occidental and oriental s.s. co.

TOYO KISEN KAISHA.

U. S. MAIL LINES.

via HONGKONG.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the more southern route across the Pacific, via HONGKONG, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.

SAILING DATES, 1907.

* MONGOLIA.....	27,000 TONS	TUESDAY, 2nd July, at Noon.
* NIPPON MARU.....	11,000	TUESDAY, 3rd July, at Noon.
DORIO.....	9,600	SATURDAY, 20th July, at Noon.
COPPIO.....	9,000	SATURDAY, 27th July, at Noon.
HONGKONG MARU.....	11,000	TUESDAY, 6th Aug., at Noon.
KOREA.....	18,000	FRIDAY, 16th Aug., at Noon.
AMERICA MARU.....	11,000	SATURDAY, 24th Aug., at Noon.
* SIBERIA.....	18,000	SATURDAY, 31st Aug., at Noon.
CHINA.....	10,200	SATURDAY, 7th Sept., at Noon.

* Twin Screw. — RECORD FAST TRIPS. Yokohama to San Francisco, 10 days, 12 hours and 5 minutes. San Francisco to Honolulu, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours. San Francisco to Yokohama, 18,000 tons, calling at Midway Islands and Honolulu enroute, August 16th-31st, 1905, 13 days, 13 hours. Yokohama to San Francisco, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE P. S. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOREA, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland and Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings, S. SILVERSTONE, Agent.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

756

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

For STEAMERS TO SAIL.

SHANGHAI..... HANGSANG, WEDNESDAY, July 3, at 4 P.M.

SINGAPORE, PENANG AND CALCUTTA (NAMCANG...) FRIDAY, July 5, at 3 P.M.

MANILA..... LCONGSANG, FRIDAY, July 5, at 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100

Penang " 85 " 150

Calcutta " 165 " 250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Ltd., General Managers.

756

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ROON, ANWERP AND BREMEN, WEDNESDAY, 3rd July, at Noon.

SHANGHAI, NAGASAKI, PRINZ LUDWIG, KOBE AND YOKOHAMA, PRINZ LUDWIG, Capt. C. Woltemann, About WEDNESDAY, 3rd July, at Noon.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE, MANILA, MELBOURNE, About THURSDAY, 18th July, at Noon.

KUDAT AND SANDAKAN, BORNEO, Capt. F. Sombill, SUNDAY, 30th June, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

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REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORIS AND SUEZ CANAL.

With Liberty to Call at Malaibar Coast.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. TO SAIL, 1907.

PORTSMOUTH, 2nd July, at Noon.

FOR BOSTON & NEW YORK.

SAINT PATRICK, 3rd July, at Noon.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, June 28, 1907. 1079

FOR KOBE DIRECT.

THE Steamship K. F. FERDINAND.

Captain MARCOVON, will be despatched as above on or about TUESDAY, the 2nd July, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.</

MONDAY, JULY 1, 1907.

THE CHINA MAIL.

7

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES & LONDON.TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave - HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
TONS	TONS	Saturday, 1907	Saturday, 1907	
CHINA	8000	MOOLtan	9600	Aug. 10
DELTA	8000	HIMALAYA	10500	Aug. 25
DELHI	8000	HIMALAYA	7000	Sept. 15
ARACADIA	7000	MOLDAVIA	9500	Sept. 22
MARMORA	10500	INDIA	8000	Oct. 6
MALTA	6300	MONGOLIA	9500	Oct. 20
DELTA	8000	VICTORIA	7000	Nov. 2
OCEANA	7000	BRITANNIA	7000	Nov. 16
DELHI	8000	MOOLtan	9300	Nov. 30
ARCADIA	7000	CHINA	8000	Dec. 7
DEVANHA	8000	HIMALAYA	7000	Dec. 21
				1908, Jan. 4

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at L'ONTE SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due at London
SIBIA	7000	about
NYANZA	7000	July 17
SIRIJA	6000	Aug. 14
SUNDA	4800	Aug. 28
CEYLON	4000	Sept. 11
MANJUR	7000	Oct. 9
MANILA	4500	Oct. 23
BORNEO	4500	Nov. 6
NOZU	7000	Dec. 4
		(1908, Jan. 20)

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

2231

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

THE CO.'S S.S.
FOR
LEAVING

* MASAN MARU, TAMSUL, VIA SWATOW AND AMOY. SUNDAY, 7th July, at 9 a.m.

Capt. L. SAKURAI.

+ TAKING CARGO ON THROUGH BILLS OF LADING TO ALL YANTZAU & NORTHERN CHINA PORTS.

FOR FREIGHT, PASSAGE AND FURTHER INFORMATION, APPLY AT THE CO.'S LOCAL BRANCH OFFICE, AT SECOND FLOOR, NO. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Complains.	To Sat.
SHAWMUT	9600	E. V. Roberts	About Aug. 7.
TREMONT	9600	H. W. Garlick	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply toDODWELL & CO., Limited,
QUEEN'S BUILDINGS.

GENERAL AGENTS.

NOTICES TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE STEAMSHIP TUDOR PRINCE.

FROM NEW YORK.

CONSIGNEES OF Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by ARNHOLD, KARBERG & CO., Agents.

Hongkong, June 16, 1907. 1076

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER CHINA.

FROM LONDON, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES OF Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo - From LONDON, G.C. ex.s.s. Macedonia. From PRESTAN GULF, ex B.L.S.N. and B. & P.S.N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 Hours.

Goods not cleared by the 2nd July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, June 26, 1907. 1072

BEN'S LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENZARIG.

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst., at 11 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 25, 1907. 1062

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, ROBE AND SHANGHAI.

THE COMPANY'S STEAMSHIP ERH FANG.

Ferdinand having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Prince's Building.

Hongkong, June 25, 1907. 1083

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail.

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE

VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per Annum delivered to Hongkong.

\$12.50 to all Coast Ports.

Price 50 Cents.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES

Reprinted from The China Mail.

WITH AN APPENDIX.

To be had at the Office of this Paper.

8, Queen's Road Central.

Price 50 Cents.

Orders booked by Manager, CHINA MAIL.

SHARE REPORT.

In their weekly share report, dated 28th June, Messrs Vernon and Smyth state -

The market has ruled very steadily during the week under review, chiefly owing to a temporary fall in Hongkong and Shanghai. Bank Shares in London on account of the market. Towards the end of the week, however, with the news of a rapid recovery of the stock in London, everything assumed a brighter aspect, and rates which were inclined to drop quickly recovered. A fair amount of business has been transacted at about the same rates as those ruling last week, and the market closed steady at about the same rates as those ruling last week.

Bank - Hongkong and Shanghai. Our market closed last week with sellers at \$875 (cents), with London at \$98. In the early part of this week, however, with a quick decline in the London rate to \$91.10 (cents), and to \$850 for the new issue.

The local rate very gradually and reluctantly was forced to follow the drop, but only to a very limited extent, and we may safely say that our local rates were at no time as low as the London ones, and there was no apparent eagerness to sell in, for contrary to all expectation, China Holders showed all the firmness and London Holders the weakness.

The weakness in London, however, was quite apparent, as it was suddenly, the market very quickly recovering itself, and at time of closing authentic private advices of \$900, now all at \$76, ex new issue, and \$222 per cent. new issue. A few fractional certificates (shares new issue) have changed hands during the week at \$137 to \$190 per share, and a few more sales at \$860 each have also been effected.

No Claims will be admitted after the Goods have left the Godowns.

We have nothing to report in Nationalities.

Marine Insurances - Unions have improved to \$760, with a small sale reported at the close, buyers still ruling the market undivided. Cantons remain quiet and close with sellers at \$25, while sales are reported at even a lower rate. We have nothing else to report under this heading.

For Insurance - Hongkong remains unchanged, and the market closing with no change.

For Insurance - Hongkong remains unchanged, and the market closing with no change.</p

TREATMENT OF CANCER.
Important Discovery.

The official organ of the Hungarian Medical Board publishes a sensational report of a new and, so it is said, successful treatment of cancer. Dr Franz Hauser, surgeon, is the author of the article in which he describes the new treatment discovered by himself. A year ago, writes Dr Hauser, an article published by some medical paper was brought to his attention, in which it was stated that the subcutaneous injection of gelatino was effectual as a hemostatic remedy. As there were by that time some persons suffering from cancer under his treatment and as all the hemostatic remedies he had tried with them proved ineffectual, he decided to try the gelatino. The first effect was a very high fever, and Dr Hauser feared that the patient was dying. Shortly after, however, the fever subsided and the bleeding ceased. Encouraged by this result, Dr Hauser repeated the injection and soon realised that his patients felt better. The wounds became cleaner, the pains were lessened or ceased at all and the weight of the very weakest patients increased in a surprising way. In one case of cancer the wound healed completely. In seven other cases he attained an almost complete healing with only small and unimportant remainders. In five cases out of forty the injections were of no effect. The experiment is being continued, and some medical authorities declare it most likely to turn the disquisition of the healing of cancer to a quite unexpected departure.

To-day's Advertisements

NOW OPEN.

MONTPELIER.
2, ROBINSON ROAD, HONGKONG.
PRIVATE HOTEL.

MAGNIFICENT ROOMS.
BEAUTIFULLY FURNISHED.
MODERATE RATES.

Hongkong, July 1, 1907. 1094

NOTICE.

NOTICE IS HEREBY GIVEN that owing to the INCREASE of the BUSINESS of Messrs H. PRICE & CO., Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of Messrs H. PRICE & CO., LIMITED, with Mr A. E. A. ROBINSON as its Manager.

All Debts due and owing by the late will be received and paid, by Messrs H. PRICE & CO., LTD.

H. PRICE & CO., LTD.
Hongkong, July 1, 1907. 193

GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St George's Buildings, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock Noon, when the subjoined Resolutions will be proposed.

That it is desirable to capitalise the sum of \$200,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the Shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorised to distribute among the Shareholders the \$2,000 unissued shares in like proportion.

The TRANSPORT BOOKS of the Company will be CLOSED from SATURDAY, the 13th July, to SATURDAY, the 20th July, 1907, both days inclusive.

SHEW N. TOWES & CO., General Managers, Hongkong, July 1, 1907. 1092

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAMJUN, Captain A. J. Ross, will be despatched for the above Ports TO-MORROW (TUESDAY), the 2nd Inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers, Hongkong, July 1, 1907. 1089

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES, CONSIGNEES OF CARGO per Steamship NIPPON MARU.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered by FRIDAY, the 5th July, 1907, at Noon, will be landed and stored at Consignees' risk and expense. All Cargo undelivered by TUESDAY, the 9th July, 1907, a Noon, will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on SATURDAY, the 6th July, 1907, at 10 a.m. No Fire Insurance will be effected.

S. SILVERSTONE, Agent, Hongkong, July 1, 1907. 1100

NOTICE TO CONSIGNEES, FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Catherine Apcar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at ones at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 3rd instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by aundersigned.

DAVID SASSOON, & Co., Ltd., Agents, Hongkong, July 1, 1907. 1091

AMATEUR
COMEDIAN'S STORY

Face, Became Blotchy from Use of
Grease Paints—Lower Part was
Covered with Red Pimples—
Doctor's Mixture had No Effect.

CURED BY THE
CUTICURA REMEDIES

I am an amateur comedian. The troupe, during last summer, gave something like three shows a week, and it was necessary for each one to make up his face with grease paints. About the beginning of July my face began to get blotchy and became worse and worse, till at the end of a week the lower part was covered with red pimples. I went to a doctor, who gave me a medical mixture, which I took about a fortnight after effect. I then purchased some Cuticura Soap and Cuticura Ointment, and used them as directed. After a fortnight's usage the pimples began to dry up; after a month's treatment I was able to brush them off with a soft towel, they having become bits of dried-up white skin. I wish you to understand that I put this eruption down to the combination of the theatrical makeup and the hot weather. A. E. Trotman, 128 Barns Road, Sparkhill, Birmingham, Feb. 12, 1906."

DOCTOR SUGGESTS

Cuticura and it Effects a
Speedy Cure.

"My son, when about twelve years of age, suffered from dry scab spots on the head. He had these for some years and several doctors treated him, but without any permanent benefit. We had his head shaved as an experimental remedy, but this proved a failure. At last, one of the doctors suggested Cuticura as a permanent treatment, and it gives no pleasure to report that the application of one box effected a cure. Walter Kerr, Woodside, Newcastle-on-Tyne, July 1, 1906."

Complete External and Internal Treatment for Every Human Disease, Children, and Adults under the Care of a Doctor and a Cuticura. Cuticura Ointment is the best for purifying the blood. A single set often sold throughout the world. Dr. J. C. Trotman, 128 Barns Road, Sparkhill, Birmingham, Feb. 12, 1906."

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